

BOX 52 ASSOCIATION



THE LINE BOX

Vol. 13 No. 1

Dear Members and Readers,

Welcome to the first issue of the 2016-2017 Line Box.

I would like to apologize for not having our usual full issue of photos and stories. I am very proud to say that the Staff has stepped up and we offer a very varied content however brief.

In response to many comments about photo compression, with this issue, we are trying full photos. Please take a moment and let us know what you think

We will be back to full production for the December issue.

U.S.S. DUNCAN DD-46
Fire in Dry Dock No. 2 Charlestown Navy Yard
Sunday November 9, 1914

The U.S.S. Duncan was a torpedo destroyer of the Cassin class. She was built at the Fore River Shipyard in Quincy and was commissioned on August 30, 1913. After her shakedown cruise she joined the Atlantic Fleet. World War I was barely a month old.

In October of 1914, after a year's service she was dispatched to the Charlestown Navy Yard to be dry docked for some repairs. She entered the Yard on October 21, 1914 and on October 22nd, she was floated into Dry Dock No. 2.



USS Duncan in dry dock. Photo navsource.org

On Sunday November 9, 1914 it was cool, but not a cold night. Eight bells had just sounded through the ship and the 0400-0800 hour watch had just come on duty. The Officer of the Deck looking over the ship, saw a bright flash and a thin wisp of smoke curl up into the night air from a main deck compartment. He turned to the Yeoman of the watch and yelled to 'sound fire call!' The shrill of the Bosun's pipe followed by the bugler blowing fire call was piped through the ship. (click link to hear fire call wav. <http://www.music.army.mil/music/buglecalls/firecall.asp>) The crew rolled out of their hammock's and ran to their stations. The bugler was now sounding general quarters.

Fire parties made their way to main deck with their firefighting equipment. The Navy Yard was coming to life to face the emergency. A messenger ran to the front of the Commandants House and pulled box 432.

The fire parties made good their attack on the flames and by the time the first Boston Companies were on scene, the fire was knocked down. The Boston crews assisted the crew of the Duncan in overhauling and investigating the cause of the fire. It was found that insulation had rubbed off a wire and created a short circuit that ignited repair materials. The damage was listed as slight and all was back in order by 0600.

The Admiral in command of the yard was so impressed with the work of the BFD Companies that he dispatched a letter to Fire Commissioner John Grady on November 12, 1914. The letter read in part: "The Commandant begs leave to express his appreciation of the work of the local apparatus of the Boston Fire Department on the occasion of the fire which occurred on board the USS Duncan, Sunday Morning Last. "Signed Captain M.R. Rush USN.

Exactly one month to the day of the USS Duncan fire. The Fire Commissioner Grady would receive another letter from Captain Rush, this one praising the work of the BFD at a 3rd alarm fire in building 64 at the Navy Yard. This fire was a lot more damaging than the fire aboard the Duncan. And here is the story....

Suspicious Fire in Building 64

The workmen and Navy personnel were bringing the Charlestown Navy Yard to life for another work day. It was Wednesday December 9th 1914. Just about 7:00 AM a muffled explosion was heard, followed by a large column of smoke from Building # 64.

Building 64 was a one and a half story granite storehouse with a slate roof and iron window shutters. It had been built in 1828 as a timber shed and was located in what was called the Lower Yard. The building housed everything a warship would or could need, from sewing needles to anchors. In addition at the far end of the storehouse were large piles of lumber and jute waiting to be spun into rope at the Rope Walk building. By this time numerous hose reels scattered around the Yard were drawn to the fire and connected to hydrants. Since 1829, Navy posts had been ordered to establish Volunteer Fire Brigades. By the time workmen reached the building it was fully involved. On board the five warships at the Yard, including the USS Duncan, once again buglers sound Fire Call, followed by the command of "away the in port fire crew!". Crews rushed off and manned hose lines. Again box 432 was pulled and Companies pulled out of quarters and headed for the Yard. This time, it wasn't going to be lending a hand in overhaul, but a tough long slug fest awaited them. As the horses galloped through the streets of Charlestown, the engineers of Engines 27, 32, and 36 were stoking the boilers to get pressure up, everyman could see the smoke column. Engine Company 31 had cast off from their pier and turned up the Harbor, the crew could see the smoke and made ready for action. District 2 Chief Macdonald was ahead of the Companies in his newly assigned motor car. He roared past the Marines guarding the gate and pulled up to Building 64. He ordered his driver to send in a second alarm. The Boston companies grabbed hydrants and the wagons laid out to the fire. The crews from Chemicals 3 and 9 were directed to take hose lines and hit the fire. The Ladder Companies had little to do as the fire was through the roof and they too took up hose lines.

Chief of Department McDonough arrived with the second alarm companies, and after a quick look sent in a third alarm on box 432. The fire was still out of control and Navy Officers had their men retreat and let the BFD handle the fire. Chief McDonough was quick to point out that the work of the sailors prevented the fire in spreading. At the height of the fire ten engine companies, all 3 BFD fireboats, 4 ladders and 2 chemical engines were working to bring the fire under control.

After several hours the fire was knocked down and the Blue Jackets assisted in overhauling the building. The cause of the fire was never determined and according to the Navy the loss was over \$ 50,000.00. It was though that it may have been an act of sabotage, but this claim was never proven and at the time the United States was still neutral in the months old war in Europe.

Box 432 Commandant's House Charlestown Navy Yard

Alarm	Engines	Ladders	Other Companies
432	36, 27, 32, 31 Fireboat	22, 9	Chem. 3 & 9
2-432	8, 6, 4, 26, 44 Fireboat	1	Water Tower 1
Cover	Eng. 25 to Eng. 8 Eng. 10 to Eng. 6 Eng. 33 to Eng. 10		
3-432	25, 10, 33, 39, 47(boat)	8	Water Tower 3

Special thanks to Members Bill Noonan and Jim Teed for help with the proper running card assignment. Thanks also to the Boston City Archives Staff for help with Navy Yard Maps.

2016 Hallmark Fire Brigade Ornament Bedford Park, Illinois Snorkel

In 1959 the first custom built snorkel was delivered to the City of Chicago, who had pioneered the use of the articulating arm firefighting apparatus. When the 1959 GMC/Pierce/65 ft Pitman snorkel was delivered, CFD fire officials deemed the rig with its tandem rear wheels and its overall length to be too large for their use and they declined. The City of Bedford Park, took delivery of the apparatus on March 31, 1960 and it was placed in service as Aerial Tower No. 5. The rig served the Department until it was retired and replaced by a 1979 Seagrave Snorkel. At this time it was transferred to the DPW for street light repair. It was retired in 1995 and sat outside the DPW garage until.

In 2013 the members of the Bedford Park Fire Department brought the rig back to the station where it is undergoing full restoration.



Photo courtesy of Illinois Fire Trucks.com

The 2016 Hallmark Fire Brigade Christmas Ornament is the Bedford Park Snorkel. It is the 14th release in this series. And as part our Holiday tradition, one these ornaments will be raffled off at the December meeting.



Photo courtesy of Hallmark



APPARATUS UPDATES

By Michael Boynton, all photos by the author

The Spring and Summer months of 2016 certainly have been a busy and active time for apparatus deliveries and changes in Boston, Metro and throughout the Bay State. In the Capitol City, the overhaul of the fleet is well underway with the arrival of eight new E-One Metro aerials. These are all 2016 E-One Cyclones with the Metro 100' RMA configuration, and the return to single-rear-axle chassis. The first four sported the all-chrome look, primarily in the wheels and silver roll up doors on the cab. Those units were assigned as Ladders 7, 11, 19 and 25 with deliveries in late May & early June. The next four, Ladders 17, 18, 21 and 29, return to the traditional red wheels, and among other subtle changes are the transition to a different LED lightbar configuration. These new rigs began arriving in the City in September. One additional Metro aerial is expected soon, however it has yet to be assigned. The 2013 KMEs that were assigned to Ladders 17, 18 and 29 are reportedly going to be sold. Also in Boston, the 2015 Ford/EVI 4x4 Utility that was purchased for the Motor Squad has been reassigned to Air Supply. At press time, a final disposition (delivery or no delivery) has not been made on the 2015 KME Pumper that was originally intended for Engine 10. Lastly, the beginning of the pumper bids is or will soon be underway. Not less than 23 pumpers are slated for replacement in the next several years.

Metro too has been active. Cambridge has taken delivery of two Pierce units, one Saber pumper for Engine 3, and a Dash CF Heavy Rescue for Rescue 1. Engine 3's rig replaced the former E-3 a 1998 Saber that has reportedly been acquired by the Arlington Fire Department. More details on that purchase will follow in a subsequent edition of the Line Box. Cambridge also reassigned the former HazMat Unit (1994 Ford/3D) to the Dive Unit. Everett has joined Dedham in purchasing E-One Metro aerials to replace aging ladders in those communities. Lynn is set to receive a new Seagrave Tower by year's end, and Medford has converted a former Cambridge Freightliner/E-One rescue into a Special Operations unit. Newton Fire has taken delivery of their new Engine 1, a 2016 E-One Typhoon, and Woburn has received their second Pierce Dash CF and assigned it to Engine 4. Engine 4's rig was reassigned as Engine 5, and that former (E5) unit was transferred to the Woburn Auxiliary. In Stoneham, Engine 2's new Seagrave Marauder II has arrived replacing the 2001 American LaFrance that had been assigned to Engine 1. Earlier reports of a specific Stoneham Lieutenant (initials JG) begging for that truck to remain in service have not been confirmed. Finally, on the runways, Massport Fire-Rescue has taken delivery of three identical Rosenbauer Crash trucks and assigned them as Engine 17 (Logan), Engine 51 (Hanscom), and Engine 61 (Worcester).

Statewide, the deliveries have been plentiful, enough so that even the best of photographers has had a challenge keeping up with the pace. Among the notable deliveries was the arrival of a new KME AerialCat Severe Service 109' RMA for Ladder 2 of the Massachusetts Firefighting Academy. This addition to the DFS Fleet has been assigned to the new Academy in Springfield. Elsewhere, Methuen has replaced Engines 1 and 3 with twin KME Severe Service rigs. These were originally part of an order of 6 pumpers for August, GA that was cancelled. Amesbury also received one of those units. Carver has received triplets, three Pierce Impel PUC pumpers for

Engines 1, 2 and 3. The former E-3 will be kept as a spare, while one of the trades has gone to Salem, NH. Joint Base Cape Cod (former Otis AFB) has received two new rigs, a Rosenbauer pumper and KME tanker. Brockton Fire acquired a loaner unit that may remain in the City after the arrival of their new Ladder 1 later this fall. The truck is a Quint 75' RMA (Spartan/Smeal) that once served in Denver, CO. The pump on the truck is not being utilized and the truck runs strictly as a ladder unit. Plymouth has replaced their 1959 REO Tanker 2 with a new Kenworth/E-One 2,100 gallon tanker. Worcester has received twin E-One pumpers for Engines 9 and 15. Engine 9's rig replaces a 1989 Maxim F model. And, in Medway, the department has placed into service Chemical 1. It is a 2016 F-550/Burner 4x4 that carries a 500-lb Purple K dry chemical unit. That vehicle was purchased through a \$100,000 payment by a local power plant operator as part of a proposed expansion plan.

As always, your crack Box 52 Apparatus Team will monitor all the apparatus deliveries in our area and deliver Breaking News as it happens.....or at least shortly thereafter. Be Safe!!!!

METROFIRE DELIVERIES

Boston – Ladder 7 – 2016 E-One Cyclone Metro 100' RMA
Boston – Ladder 11 – 2016 E-One Cyclone Metro 100' RMA
Boston – Ladder 19 – 2016 E-One Cyclone Metro 100' RMA
Boston – Ladder 25 – 2016 E-One Cyclone Metro 100' RMA
Boston – Ladder 17 – 2016 E-One Cyclone Metro 100' RMA
Boston – Ladder 18 – 2016 E-One Cyclone Metro 100' RMA
Boston – Ladder 21 – 2016 E-One Cyclone Metro 100' RMA
Boston – Ladder 29 – 2016 E-One Cyclone Metro 100' RMA
Cambridge – Engine 3 – 2016 Pierce Saber PUC 1250/500/250F Foam Unit
Cambridge – Rescue 1 – 2016 Pierce Dash CF Heavy Rescue – Walk-Around
Newton – Engine 1 – 2016 E-One Typhoon 1250/750/30B
Quincy – Engine 10 – 1999 E-One Cyclone II 1250/500/30F (Former Hanover Rescue 1)
Stoneham – Engine 2 – 2016 Seagrave Marauder II 1250/750/30F
Woburn – Engine 4 – 2016 Pierce Dash CF PUC 1500/750



MASSACHUSETTS DELIVERIES (OUTSIDE METROFIRE)

Brockton – Ladder 4 – 1995 Spartan/Smeal 75' RMA (Pump Not Used) (Former Denver, CO)
Carver – Engine 1, 2, and 3 – 2016 Pierce Impel PUC 1500/750/20F
Charlton – Engine 3 – 2016 KME Predator 1250/1500
Fitchburg – Rescue 1 – 2016 Ferrara Cinder Heavy Rescue – Walk-Around
Hancock – Engine 2 – 2016 Ford F-550/Darley 1500/350/25F CAFS 4x4
Hanover – Engine 7 – 2016 E-One Typhoon e-Max 1500/750/30F
Hanscom AFB – Engine 6 – 2016 KME Predator II 1250/500/50F 4x4
Hanscom AFB – HazMat 11 – 2016 KNE Panther Heavy Rescue
Harvard – Engine 2 – 2016 Seagrave Marauder II 1250/750/20A
Haverhill – 2003 International/Horton Medium Duty (Former Georgetown Rescue 1)
Holbrook – Engine 2 – 2016 E-One Typhoon 1250/500/30A
Joint Base Cape Cod – Engine 412 – 2016 Rosenbauer Commander 1500/750/50A
Joint Base Cape Cod – Tanker 414 – 2016 International/KME 1250/3000
Lakeville – Tower 1 – 1992 Simon-Duplex/LTI 85' RMA Tower (Former Watertown, CT)
Leominster – Ladder 1 – 2016 Pierce Arrow XT 105' RMA w/ pre-piped Deck Gun
Lowell – Engine 2 – 2016 E-One Typhoon 1250/750
MA Firefighting Academy – Ladder 2 – 2016 KME Severe Service 109' RMA
Marion – Engine 1 – 2016 E-One Typhoon 1500/730/50F
Medway – Chemical 1 – 2016 Ford F-550/Warner/Burner 500-lb. Purple K Dry Chemical Unit
Methuen – Engine 1 – 2016 KME Severe Service 1500/750/30A
Methuen – Engine 3 – 2016 KME Severe Service 1500/750/30A
Middleton – Engine 2 – 2016 KME Predator 1750/950/50F
Monterey – Truck 172 – 2013 KME Severe Service 1500/500 79' RMA (Former KME Demo)
New Bedford – Ladder 3 – 2016 Pierce Arrow XT 95' MMA Tower
New Marlborough – 2015 KME Panther 2000/1000/30B
Northampton – Rescue 1 – 2016 International TerraStar/Pierce Medium Duty – Walk-Around
Northfield – Engine 1 – 2016 Pierce Saber FR 1500/1000/30F
Otis – Engine 1 – 2016 KME Predator 1500/1250/30A
Pittsfield – Engine 6 – 2016 Seagrave Marauder II 1500/500
Plymouth – Tanker 1 – 2016 Kenworth/E-One 500/2100
Rehoboth – Engine 2 – 2016 E-One Typhoon 1250/1000/30F
Rehoboth – Tanker 2 – 2016 Kenworth/Fouts Brothers 500/3000
Rockland – Engine 2 – 1992 E-One Protector 1250/750 (former Hanover E-2)
Salem – Engine 2 – 2016 Ferrara Igniter 1500/500
Salisbury – Engine 6 – 2016 E-One Typhoon 1500/780
Sherborn – Quint 1 – 2016 Rosenbauer Commander 2000/1500/30A/20B CAFS 78' RMA
Somerset – Engine 5 – 2016 Pierce Saber 1250/750/30F
Swansea – Engine 2 – 2016 E-One Cyclone II 1500/550/20A/30B
Topsfield – Truck 1 – 2016 KME Severe Service 1500/275/20F 100' MMA
West Tisbury – 2016 Freightliner/KME 4x4 1250/750/30A/30B
Whately – Engine 4 – 2012 KME Predator 1500/975/25F (Former Demo)
Whitman – Engine 243 – 2016 E-One Typhoon e-Max 1500/750/30F
Worcester – Engine 9 – 2016 E-One Cyclone II 1500/500/30F
Worcester – Engine 15 – 2016 E-One Cyclone II 1500/500/30F



Brockton – Ladder 4 – 1995 Spartan/Smeal 75' RMA (Pump Not Used) (Former Denver, CO)



Fitchburg – Rescue 1 – 2016 Ferrara Cinder Heavy Rescue – Walk-Around



Lowell – Engine 2 – 2016 E-One Typhoon 1250/750



Medway – Chemical 1 – 2016 Ford F-550/Warner/Burner 500-lb. Purple K Dry Chemical Unit



MA Firefighting Academy – Ladder 2 – 2016 KME Severe Service 109/ RM



Joint Base Cape Cod – Engine 412 – 2016 Rosenbauer Commander 1500/750/50A

Beans, Brown Bread and Silicon

A General Alarm Fire at the Transitron Corporation Plant, Melrose, Massachusetts, August 12, 1973

All photos unless noted from the collection of late member L. Murry Young

In the 1890's two brothers, Victor and Leslie Friend, came to Melrose and started operating a bakery. At the time it was common for people to take beans to the bakery on Saturday morning so they would be ready for supper on Saturday night. The ban on working for the Christian Sabbath of Sunday included cooking. If left in the pot, beans would still be warm on Sunday morning when the faithful came home from church. This very well may be the origin of the tradition of baked beans for breakfast.

The brothers sold their wares and delivered to the customers by horse and wagon. The business did well and grew. Needing to expand production, the brothers acquired a building on Corey St. and began baking their products in the new building. With expansion into baking and canning brown bread and other products, the brothers needed even more space and opened another facility at the corner of Grove and Main Streets in Melrose.

Business was good, very good. The brothers formed a company in 1921 and incorporated in 1928. The line of goods continued to expand until Friend's had a near monopoly in the New England area and were one of the largest canners in the United States. The Friend's Company opened a chain of grocery stores known as Friendly Food Shops which had 40 locations. Production facilities were expanded by the addition of baking and canning plants in Malden, Boston and Lowell.

In 1963 the company was sold to LaTouraine Coffee Co. Although sold again and again, the brand would continue into the 1980's under a variety of owners.

The end of World War II brought great change to America. Not only had the war introduced the "Atomic Age", it had also been a conflict dramatically impacted by communications and electronics. Post-War development of the aerospace and telecommunications industries were the new "Boomers" and America's Technology Highway grew along Massachusetts Route 128.

A new startup company, Transitron began looking for space to develop and manufacture products. By the 1950's the building at the corner of Main & Grove Streets in Melrose had become surplus to Friend's needs. In 1952, Transitron Corp. opened it's lab and production facility in the former Friend's Beanery at the corner of Grove & Main Streets.

Paralleling the success of Friend's Co., Transitron also grew rapidly. Making silicon diodes, rectifiers and transistors, Transitron was one of the first "High Tech" companies. The building in Melrose was home to the corporate offices, the labs for development, machine shops for fabrication and production floors where assemblers sat in rows at tables not unlike the workshops of the garment industry. By 1959, Transitron was the 3rd largest maker of semi-conductors in the country and sales would reach 47 Million USD. Transitron was a rival to Texas Instruments, Raytheon and GE.

As the Space Race and nuclear preparedness of the 1960's increased demand for semi-conductors, Transitron expanded. Outgrowing it's facility in Melrose, the company opened new production and lab space as well as management's offices in a converted textile mill in Wakefield Mass. The number of employees grew to 1600.

By 1973 most of Transitron's activity had been moved to the property in Wakefield. The Melrose Plant was being used mainly for storage.

A newspaper described the structure as a single wood frame building being 300' by 200' and two stories high. Pictures indicate it is more likely that there was more than one building attached together with additions made over the years and 2-3 stories high. At some point in time the wooden exterior had been covered with stucco. Melrose Chief of Department Francis B. O'Brien believed the building to be 100-150 years old. Irregularly shaped, with four sides, the building had an approximate 25' frontage on Main St., ran 300' down the Grove St. or Delta Side then 200' across the rear behind buildings fronting on Main St. with a

driveway running to East Foster St. as the Charlie Exposure. The Bravo Side was a narrow alley which ran back at an angle to meet the rear wall. This side presented the most at risk exposures, a one story brick taxpayer, 3 story brick commercial, with two floors of apartments over the first floor wall paper store and a 4 story brick former movie theater.

On a warm Sunday morning, shortly after 6:30, a man left his humble abode to go fishing. Passing by the Intersection of Main and Grove Streets this man noticed smoke coming from the Transiron Building. Box 312, Main St. and Faulkner Pl. was transmitted, Engines 1 and 3, the Rescue and Melrose Aerial 1 responded. In his home on Norman Rd., Chief O'Brien received the box on his home tapper. Knowing the building he grabbed his two aides (*Sons John – retired Chief of Melrose and his brother James now a BFD Lieutenant – Editor*) and took it in on the box.



The headquarters companies rolled down Main St. then rounded the corner onto Grove and had smoke showing on arrival. Melrose Car 1 coming down Grove St. from the East Side could see a column of dirty, yellow-brown smoke rising into the air. Entry was made and a line of hose was run to the top floor. A heavy smoke condition made locating the seat of the fire difficult. Windows were taken out for horizontal ventilation. Over its lifetime the building had been remodeled more than once. As they opened up the members found a second ceiling above their heads, then a third. More help was needed.

A 2nd Alarm was struck a few minutes after arrival followed by a 3rd and General Alarm a few minutes later. The typical response at that time totaling 6 engines, 2 hook & ladders and the Rescue Company. This predated the Metro-Fire organization and all requests over a 3rd Alarm for Melrose were by Special Call. It is reported that when asked by Newton Control, the coordination center for Civil Defense District 13, what apparatus Melrose wanted the firefighter on duty in the alarm room said, "Give me everything you've got"!

The smoke was acrid and bitter. The N.F.P.A. had recommended removing the filter type All-Service Gas Masks in 1971. In 1949 the Commonwealth of Massachusetts had passed a law requiring SCBA on all in service fire apparatus but the law only required two on each piece. With many of the members "Leather Lunging" it, vertical ventilation was essential.

Malden Ladder 2's 1946 Seagrave, 65' Junior Aerial came up Main St. and threw their stick to the roof Alpha Side at the Bravo corner.



Malden Ladder 2, photo by G. Waters, collection of Member M. Roche

Melrose Aerial 1 had thrown their stick on the Delta Side. Wakefield Ladder 1, an open cab, 700 Series ALF, was special called, sent to the Charlie side, drove down into a sunken driveway loading dock area and then threw their stick to the roof.



This was a transitional era. Like breathing apparatus, equipment for truck work was still evolving and improving. The gasoline powered rotary saw was not generally available. If a department had one, it was probably on their rescue truck, with a metal cutting blade and used to cut people out of automobiles. With axes and brute strength, men on the roof opened the roof to make primary ventilation.

It was now obvious they face a running cockloft fire. With nothing but hand tools, from above and below the fire was fought. Interior conditions were brutal. At one point John Brickley and Dennis LaFrennier, two members of the Malden Fire Department became lost and trapped. With difficulty they were removed through a small bathroom window on the second floor. *(Today we would call a **MAYDAY**. At the time of the fire, there was probably one portable radio in the whole department and it was in the Chief's hand. – Editor)*

Casualties began to mount. The police and private ambulances along with the American Red Cross Disaster Services Ambulettes were kept busy treating fire fighters and transporting them to hospitals. Melrose-Wakefield Hospital had to activate its disaster plan. Smoke inhalation, eye injuries and burns from dripping roofing materials were the most common injuries. As was common at the time, when a big fire was burning, many area chiefs responded to the scene. Among the responders Chief of Department Joe Scanlon from Lynn arrived. Seeing the difficult nature and the mounting number of casualties he Special Called Lynn's Rescue Company to the fire to help.



As the battle dragged on it was decided to try something new. A Special Call was made for Malden's recently delivered Mack CF/Baker Aerialscope, Tower Ladder 3 to respond. The apparatus on Grove St. were repositioned, Melrose's Rescue and Stoneham Engine 1 were moved into the driveway behind a block of stores on Main St. Melrose Aerial 1 was moved to the driveway on the Charlie Side. At this point Melrose Aerial 1 and Wakefield Ladder 1 put their fly section ladder pipes to work. Malden Tower Ladder 3 put their bucket up and began to hit the fire on the Delta Side. With deck guns and playpipes on hand lines, all settled in for the soaking. The Salvation Army Canteen truck showed up to provide much needed refreshments.



The fire was considered under control about 1600 hours but a column of smoke was still visible for miles at 1900 hours.

Response information is incomplete. As a generalization, an estimated 25 companies and 75 firemen, permanent, call and auxiliary responded. A sobering report, 39 of those men were casualties and received treatment.

Within 10 years the improvements in breathing apparatus, power tools and portable radios made this type of fire a very different proposition.

9-11 Remembrance

This September 11th marked the 15 anniversary of the 9-11 attacks upon this Nation. On this anniversary the British Rock Band released a song for charity called simply the 343 The Fallen. It is a very moving piece of music featuring a lone piper of the ramparts of Edinburgh Castle.

<https://www.youtube.com/watch?v=XYeog6lXjAA>

Never Forget all the fallen that fateful day.

NYPD 23

PATH PD 37 and 1 K-9 Siruis

NY Fire Patrol 1

FDNY 343



FDNY Super Pumper and Tender operating at a 4th alarm on Bath Ave in Brooklyn circa 1970's. Photos by E. Goodman

